



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

August 2014



Update on Plane Upgrades

THANK YOU to all who answered the call in last month's newsletter and prepaid money to the club to allow us to start the upgrades to our planes!

As you read this, N1636H is in Ashland being gutted of all the INOP equipment and old COM radios. It is receiving two new Garmin GTR 225 COM radios, a new Garmin GMA 350 audio panel with 3D audio, all new stereo headset jacks, and new overhead and panel cover plastic. We are expecting it to be completed around the middle of August. We can't wait for you to be able to fly this fun plane when we get it back!

When N1636H is picked up, we'll be dropping of N12382 for a significant Garmin upgrade. 382 will be getting the following treatment:

- Garmin GTN 650 Navigator
- GNC 255A NAV/COM
- GMA 350 Audio Panel with 3D audio
- Actual stereo headset jacks
- MD200-306 VOR/LOC/GS/GPS CDI
- GI-102A VOR/LOC/GPS/GDI
- Avionics master

This is going to be one nicely equipped round-dial IFR airplane! If all goes as planned, N12382 should be completed at the end of August.

We are still in need of additional prepayment funds to complete the remaining upgrades and commitments that the board has prioritized for the club (suggested prepayment of \$500-\$2000). If you are willing and able to participate, please contact Joan Johnson (Treasurer) at p31frog@comcast.net.

Why is there lipstick on N515ED?



Have you ever noticed anything strange during a preflight inspection? Well, one member noted that there is lipstick on N515ED. Can you guess why? For you comedians out there, send your guesses/explanations to Isaac for inclusion in next month's newsletter.

Logan Passes Check Ride!

Congratulations to our newest private pilot, Logan Robertson, who passed his check ride on the morning on July 31st. We can't wait to hear about your new adventures! Way to go Logan!

Important New Pre-Flight Check Items

Next time you fly, you'll notice a new sheet on the front of the airplane logs. There is now a summary sheet the clearly shows when specific inspections and maintenance were completed. A couple of new items to pay particular attention to:

- There is a list of the Airworthiness Directives (ADs) that must be completed every 100 hours of tach time. This section includes the list of each AD, when it was last completed, and when it is next due. Why is this important? If the AD becomes due when you are away on a trip, the plane will need to be grounded until the ADs are completed. This is non-negotiable. So, if you have a long trip planned, please stop by the hangar and check to make sure that there will be enough hours left for your trip. If the ADs are due in less than 5 hours, please let Joan and Al know so that we can get the inspections completed and minimize aircraft down time.
- You'll also notice when the next oil change is due. Generally, the oil is changed every 50 hours, although this is negotiable. If the 50 hours is reached, please let Al know so that we can get the oil changed. If it is at the 50 hours and you have a flight planned, it is okay to fly (as long as there is the specified amount of oil as noted on the pre-flight checklist).



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Quotable Quote

In response to how he checked the weather, "I just whip out my blue card with a hole in it and read what it says: 'When color of card matches color of sky, FLY!'" — *Gordon Baxter*

Thank you Tower Brad!

We had a great time visiting and getting to know Brad, one of the controllers in the KSLE tower. Brad took time to relax and visit with the club during dinner at La Margarita Express. After dinner, Brad gave a presentation where we got to know more about him and his background, what the tower expects of us as pilots, and had a great time of open and honest question and answers. A few good reminders include:

- They are very grateful that we do so much flying out of Salem, and they enjoy interacting with us.
- When communicating with Ground or Tower, use a normal speech speed. There is no reason to try to speak as quickly as possible. Smooth, clear annunciation in a conversational tone is the most effective and overall time efficient method to communicate.
- Remember to enter the downwind pattern on the 45 at midfield. Don't come straight in on downwind as this can cause potential conflicts with departing traffic.
- Be sure to accurately call out where you are when you contact tower. Our ATC uses the good old binocular method to spot us, and they look where we say we are. The tower counts on us accurately reporting our direction from the airport to help them avoid potential conflicts between aircraft. If you are NNE or NNW, report your location as such and don't report that you are North.
- After landing and Tower instructs you to contact Ground, be sure to come to a complete stop once you are completely off the active runway, and then contact Ground.

Have you had a memorable trip, flying experience, or words of wisdom from which others in the club would benefit, or that you would like to share? Please send your stories, tips, quotes and pictures to Isaac Mosgrove for inclusion in future newsletters.

John Earns his Multi-Engine Endorsement

Congratulations to our own CFII John Barringer, who passed his multiengine check ride! John flew a 1960 Piper Apache based at Willamette Aviation in Aurora.



Where is new to you?

At the Annual Club Meeting, Joan threw out the challenge to see who could visit the most new-to-them airports this year. *Please let Joan or Isaac know new places that you've visited so that they can be included each month.*

- Quinn Stutheit had a first flight to 7W1 (Ilwaco, Wa). According to Quinn, "There were nice 15 mph gusts down 28 and just as I touched down, I got blown back up. I added a bit of power and set it down. Nice little surprise. Other than that, it was an uneventful flight. Not much at that airport besides the runway!"
- Isaac Mosgrove had a first flight to S03 (Ashland, OR), and visited Chehalis-Centralia (KCLS) for dinner. At Chehalis, "It is just a couple of minute walk to a great bistro at the Riverside Golf Club. They have a tasty and reasonably priced menu. To get there, just walk up the staircase that is located behind the fuel pump, cross the road, and then walk up the short drive-way to the Bistro."

Words of Wisdom

You are professionals trained to deal with three things that can kill you: gravity, combustion, and inertia. Keep them under control, and you'll die in bed.

— *Sailor Davis, long-time TWA ground school instructor*

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Where is this?

Every month, Terrance Hawley draws a picture of an airport on the envelope in which he sends his club payment. The challenge is to see if Joan can determine the airport. So...can you figure out which airport this is? Send your guesses to Joan.



Some Reminders...

- When warming up the planes, please keep the RPMs between 800-1000 RPMs for the first couple of minutes. After a couple of minutes, go ahead and reduce the RPMs. Running the engine above these levels when warming up the engine can cause extra wear, tear, and maintenance costs on the engine.
- Do you know a simple way to help reduce the amount of dirt and debris in the hangar? Simply taxi out to the tarmac before you check ATIS. This reduces the amount of time that the plane is running in front of the hangars and reduces the amount of stuff that gets blown into the hangars.
- The general understanding in the club is that you don't need to fuel up if you fly for less than an hour. HOWEVER, if the plane had less than 15 gallons per side when you took off, and you flew for less than an hour, then chances are that the next person may need to fuel up before they take their flight (especially if they are not staying local). It is most appreciated if you make sure that there is at least 15 gallons of fuel in each tank after your flight.
- Before opening OR closing the hangar doors for N1636H or N70574, be sure to check the door tracks have no piles of dirt from the gophers. The gophers can mound enough dirt during just a short flight to derail the door (and your plans).

Other Upcoming Events

- August 16: **AOPA Regional Fly-In, Spokane (KSFF)**. Spend a Saturday with AOPA participating in aviation activities, exploring exhibits and seminars, enjoying a couple of meals, and building relationships. With free admission for members, bring your family along and make a weekend of enjoying the rich surroundings of great GA airports and their local communities. Visit <http://www.aopa.org/Community-and-Events/AOPA-Fly-Ins/Spokane.aspx> for more details.
- August 16: **NWAAC & Highway 30 Cruisers Northwest Classic Fly-in & Cruise-in, Scappoose (KSPB)**, 8:00am-6:00pm. An old-fashioned Fly-in/Drive-in for antique, classic, experimental, and contemporary aircraft and cars. Friday spaghetti feed for early arrival of planes and cars. Gates open 8 AM Saturday with a Pancake Breakfast served until 11 AM. Food and merchandise available throughout the day. Concours judging with awards presented at the Banquet from 4 PM to 6 PM.
- August 22-23: **The Airshow of the Cascades, Madras (S33)**. Homeland Fireworks, Inc. - Hafeli and Hildebrandt Air Show Announcers - Hammerhead Aerobatics.
- September 5-7: **Annual Hood River Fly-in, Hood River, OR (4S2) at WAAM (Western Antique Aeroplane & Automobile Museum)**. Fly over to celebrate WAAM in style with lots of pilot-oriented fun, including a spaghetti feed, pancake feed, fire pit, trivia, camping under your wing, and more. Aircraft registration is only \$5. For more information, visit <http://www.waaamuseum.org/events/fly-in/277-fly-in-pilot-s-page>.
- September 25: **4th Annual Garmin Open House-Seminars & BBQ, Salem (KSLE)**. Come join the Garmin will be hosting its annual Open House-Seminars & BBQ event from 4-7pm at the Garmin AT facility located at 2345 Turner Rd, SE, Salem, OR. There will be free BBQ, opportunities to learn how avionics are designed and built, factory tours, seminars, product demonstrations, and prize drawings. For questions or RSVP, contact wayne.mcghee@garmin.com (503-391-3439).

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GTN Tips – Airway Loading

Submitted by Chris Eriksson

A key feature to effective flight planning on the GTN is to use its airway loading capabilities. It is possible to load entire airway segments on the GTN with only a few touches. This can be extremely useful if planning to follow airways to your destination. For instance, flying to the Seattle area, V165 generally leads up the valley over I-5. To load this on the GTN, it is as simple as creating a flight plan from Salem to Newberg VOR (on the Home Page, touch the **Flight Plan** key). When Newberg has been entered, you can touch the entry for Newberg VOR and select Load Airway on the options.



The GTN will provide a list of airways that Newberg is included in. To fly V165 to Olympia VOR, select V165 and select the airway exit point you are looking for. Often this will be another VOR. In this case, selecting OLM (Olympia) is the best choice for Seattle. It will show a preview screen with all the waypoints along the airway and show a preview map. Selecting the load icon will then save the route to the flight plan.



From there you can select your destination airport, finishing off your flight plan.

This feature is very useful for airways such as V165 that has a bend in the airway. This also becomes a very time-saving feature on longer flights where the airways stretch through multiple states and are not just single legs. It is very easy to load flight plans along airways from here down to the LA area in just a few seconds as opposed to the alternative of typing them in one at a time. This is especially beneficial in IFR when you may be assigned a new airway while in flight and need to input the airway in a few seconds. Victor airways can stretch the entire length of the country, such as V4 which leads from TOU VOR in far northwest Washington State all the way through the country to AML VOR in Washington DC, over 2000 nm away.

The airway loading feature is one of the best flight planning tools on the GTN.

ADS-B Traffic and Weather



Isaac Mosgrove and Randy Ireson flew a loose formation to Ashland to deliver N1636H for avionics upgrades. It was a great flight around some heavy rain, over forest fires, and staying away from thunderstorms on a very hot day (100 degrees in the cockpit when departing). It was a great day to have ADS-B Traffic and Weather in N515ED.

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